
Z-2291, Z-2292 & Z-2293
DF PROPERTIES LLP, ROBERT & MELIA FARRELL
R1 TO GB ; R1 TO NB ; R1 TO I

STAFF REPORT
11 May 2006

Z-2291, Z-2292 & Z-2293
DF PROPERTIES LLP, ROBERT & MELIA FARRELL
R1 to GB ; R1 to NB ; R1 to I

Staff Report
11 May 2006

REQUEST MADE, PROPOSED USE, LOCATION:

Petitioners DF Properties, by Gary Standiford and owners Robert & Melia Farrell, represented by attorney Joe Bumbleburg, are requesting rezoning of 56.11 acres from R1 to GB; 10.76 acres from R1 to NB; and 28.51 acres from R1 to I1, for a total 95.38 acres located at the southeast corner of CR 350 S and Concord Road, Wea 10 (SE) and 11 (SW) 22-4.

ZONING HISTORY AND AREA ZONING PATTERNS:

The overall property containing these three cases is zoned R1. GB zoning is located north and west across CR 350 S and Concord Road respectively and to the west intermittently on both sides of CR 350 S. Land further to the north and northeast of the Concord and CR 350 S intersection is I3. The area south of the site, within a half mile radius, is zoned residentially and includes R1, R1B, R2, R3 and PDRS zones. The last time this 95+ acre tract was considered for rezoning was in November 2005 (Z-2274) when the same petitioners attempted to rezone the entire site from R1 to GB. The case never went to public hearing and was withdrawn after three continuances.

In these new requests located on the southeast corner of CR 350 S and Concord Road:

Z-2291, R1 to GB, contains 56.11 acres in the northwest corner of the site;

Z-2292, R1 to NB, contains 10.76 acres in the southwest corner of the site; and

Z-2293, R1 to I1, contains 28.51 acres in the east half of the site.

The property in question is roughly centered between 18th Street and US 52 along a three mile section of CR 350 S. Rezone requests along this segment of 350 have been numerous. Between 1969 and 2005, fifty-three (53) requests to rezone were filed, one (1) was denied, five (5) were withdrawn and forty-seven (47) were approved (29 by the County Commissioners; 18 by the Lafayette Common Council). Review of the forty-seven adopted rezone requests found 57% of the cases were filed in the five years since 2000, 32% in the ten year period 1990 to 1999. The matrix below shows the pattern of residential and commercial rezones over the past 36 years. The column on the far left represents the existing zone in the request; the row across the top represents the requested zoning. The figures in the table have been shaded to group similar residential zones and commercial zones together

The majority of approved rezone requests, 66%, were located in the one mile section west between 18th St. and Concord compared to 34 % located in twice as much area, east 2 miles between Concord and US 52. This GB rezone request is on the last of the four corners at Concord/CR 350 S to retain its original zoning. Since 1998 four similar requests were made and adopted on the other three corners: Z-1753 (I to GB); Z-1933 (I3 to GB); Z-1972 (R1 to GB); and Z-2207 (I3 to GB).

Matrix Of Approved Rezone Requests along CR 350 S Between S. 18th and US 52
Between 1969 – 2005

	Requested zoning district								Total
	R1A or B	R2	R3	PDRS	NB	GB	PDNR	I	
Existing zoning district	A					1			1
	R1	3	2	3	2	3		10	23
	R1A or B	1		1	3				5
	R2			1					1
	R3			1	1	1			3
	PDRS					1			1
	NB					2			2
	GB						1		1
	I		2			6		2	10
	Total	4	4	4	2	6	1	12	47

AREA LAND USE PATTERNS:

The land in this case is currently farmed and supports a home and large farming operation with numerous equipment buildings and a large grain storage system. In the northwest corner of the 350/Concord intersection is a commercial subdivision with gas service station, furniture store and bank. The southwest corner is under construction with the latest of 3 area WalMart stores. The northeast corner is a mix of car related businesses, a veterinarian's office and a small strip center with retail/service businesses. Further west along the corridor land is both commercial and residential in use. To the east land use is increasingly industrial. Land use patterns to the south are primarily residential.

TRAFFIC AND TRANSPORTATION:

Concord Road and CR 350 S form the west and north boundaries of the overall site in these cases. The northeast boundaries of Z-2291 (R1 to GB) and Z-2293 (R1 to I1) abut an unused railroad right-of-way. The most recent traffic counts in the area are shown below.

Road	Classification*	Vehicle Count** / Year Taken	Location
CR 350 S	Secondary Arterial	13,500 / 2004	East of 18 th St
"	"	11,490 / 2002	East of Concord
"	"	15,562 / 2002	West of Concord
Concord	Secondary Arterial	10,061 / 2002	North of CR 350 S

* According to the *Tippecanoe County Thoroughfare Plan*

** Daily adjusted vehicle counts taken by the City of Lafayette

ENVIRONMENTAL AND UTILITY CONSIDERATIONS:

Both city and private utilities are available in the area. An existing manhole at the southeast corner of 350 S and Concord will provide the necessary sanitary sewer connection. A water main runs along the west side of Concord Road.

STAFF COMMENTS:

Planning history reviewed in the previous staff report for this site, Z-2274, remains the same. The 1987 *Adopted Amendment to the Comprehensive Plan* shows the area north of 350 and east of Concord as having an industrial future. A community study of the corridor in 1992 agreed with the Comprehensive Plan recommendation to support an industrial future east of the intersection and railroad tracks. The study also envisioned a commercial node at the intersection of CR 350 S and Concord Road excluding the northeast corner and surrounded by agricultural land use to the west and south. No one at the time could have imagined the impact city sewer and water availability would have on development across the entire south side of the community.

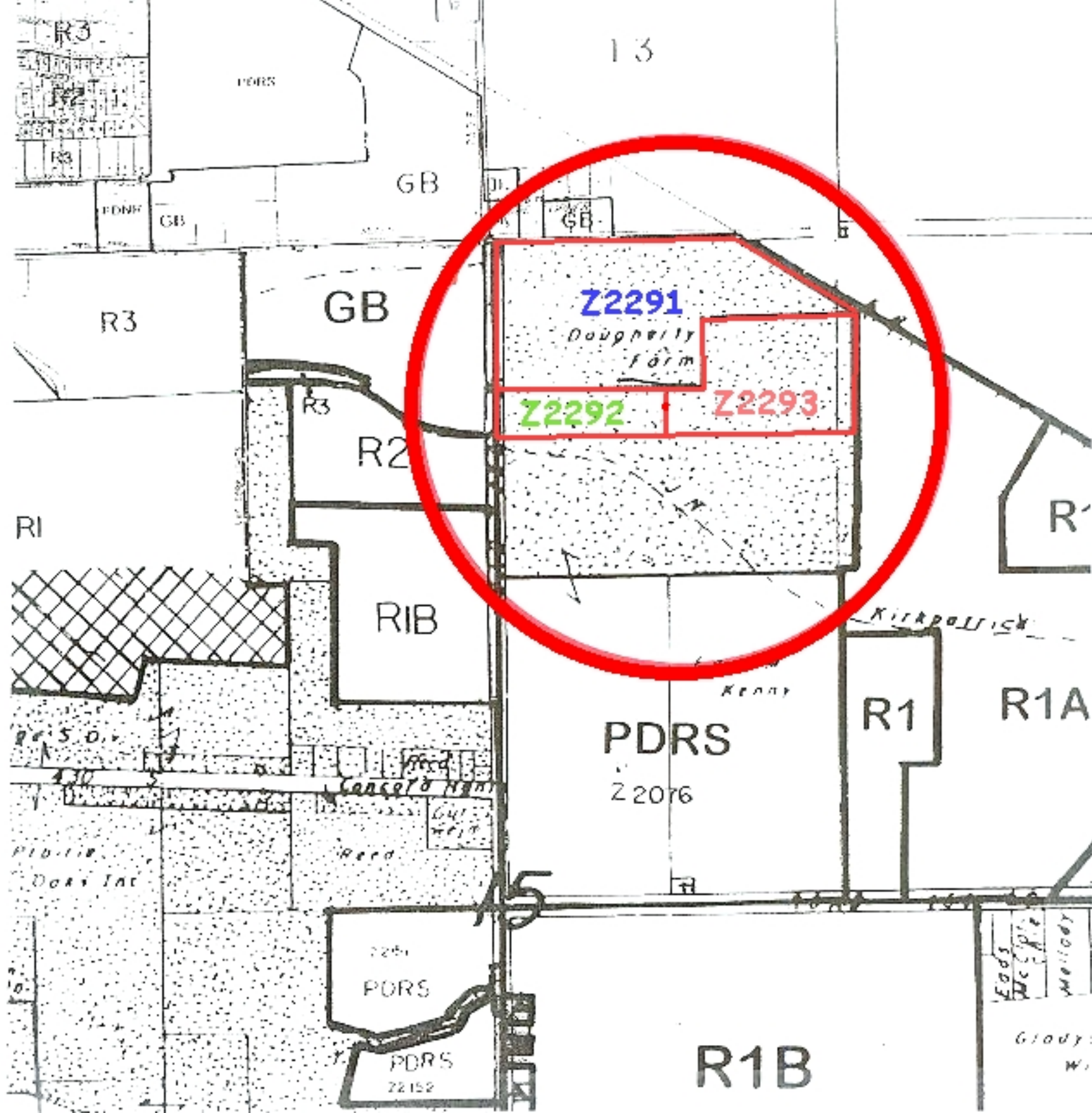
It was staff's opinion, during the previous 95+ acre request from R1 to GB, that with regard to the 350 S corridor: too many sites for commercial rezoning had been approved; many of the GB requests could have been NB and; too many rezones occurred along the corridor instead of as commercial nodes at intersections. Commercial node development with internal circulation to multiple businesses and services promotes shared parking, reduces the frequency of driveway cuts associated with strip developments and when properly designed protects surrounding residential properties; provides conveniently located shopping for the area; and promotes safe pedestrian circulation.

Staff's recommendation for denial of petitioner's first attempt to rezone the site in late 2005 was due to: its lack of vision, timing and size. There was no site proposal with the earlier request to show how future development would integrate with surrounding residential zones and uses to the south and east and considering the large number of already commercially zoned properties 95+ acres of additional GB seemed excessive. After expressing these concerns in the staff report, petitioner's development team met with staff and agreed to withdraw the case, re-file as three requests and development a mixed use concept for the property.

STAFF RECOMMENDATION:

Denial

.



PROPOSED REZONE - CONCORD ROAD AND C.R. 350 S

